MMR_0062 Chick Siebert

Achievement Program–MMR No. 62

C. L. Siebert, Jr., MMR #62
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C. L. Siebert, 59, has been a Sanitary Engineer for the State of Pennsylvania for 29 years, engaged in water polution control. Prior to that he worked several years for G.E., including an assignment in the Railway Control Department. He was in the U.S. Army for five years during WW II, serving as a Captain of Engineers acting as superintendent of a remnant of the Copper River & Northwestern Railway in Alaska and of the Fort Belvoir Military RR in Virginia.

CHICK SIEBERT, MMR #62

He is married to a former schoolteacher and the father of two sons. His latest accomplishment is becoming a grandfather. He has many years of service in the Boy Scouts including ten years as Scoutmaster, is a Vigil member of the Order of the Arrow and holds the Silver Beaver Award.

Chick says he doesn't know just when he became interested in trolley cars, because he can only remember back to when he was three years old. His first modeling attempt was at age 11 when a box car made from cigar box wood was added to his Lionel empire.

Serious model building, in ¼" scale, started in 1937 and kits soon gave way to building from scratch. In his moving from one G.E. plant to another, Chick belonged to The Berkshire Hills Model RR Club in Pittsfield, MA and was Superintendent of Car Service of the Massachusetts Model RR Society when that club had its famous layout across the street from South Station on Boston. He joined NMRA in 1938 and has been a member ever since.

In 1947 and again in 1949 Chick's trolley cars won awards in the national contests conducted by **Model Railroader** and one of these appeared on a **MR** cover. His open car won Best of Show in a MER competition this past spring.

The Sieberts moved into their present home in 1946 and Chick's traction layout, O-Gauge, has been building slowly ever since. Operation of one section or all of the line is from a Westinghouse K-6 full sized controller. Most of the layout is extensively scenicked and photographs of it have appeared in the commercial press as well as the **MER LOCAL.** Car production averages about one per year with 1000 hours or so per car.

Searching the trade publications and newspapers of the traction era for information relating to the cars he was building led Chick (1966) to write a paper, "The Electric Railways of Cumberland County" for the county historical society, which was published. He is currently completing a history of the traction line after which most of the equipment on his road is modeled—The Northwestern Pennsylvania Railway.

Some years ago right-of-way was secured for construction of a Southern Division beyond the furnace, but the project was delayed and squatters took over. At this writing concessions are being granted in return for which the squatters have agreed to vacate and actual construction of the long planned extension later this year is virtually certain.